

Guidance on the use of the IAM Manual
(How to be a better rider – Advanced Motorcycling, the essential guide)
and
Roadcraft – The Police Rider’s Handbook to Better Motorcycling

Current IAM policy is that all associates pay for and receive the IAM Manual. This is a deliberately simplified version of Roadcraft designed to provide sufficient information and guidance to get them through the IAM Advanced test. It should form the basis for all SFL sessions and hence all observers should know what it contains (and perhaps more importantly what it doesn’t contain) and it should be used wherever possible to provide explanations.

Roadcraft is used to train the most advanced motorcycle riders in the land and contains a lot of theory and information which is totally unnecessary for the IAM associate to know to pass his IAM test. However, all IAM observers need a copy because:

- a. they are expected to ride to a higher level than the basic IAM Advanced test.
- b. it’s theory and explanations give them a greater knowledge which can then be used to both explain and demonstrate to associates.
- c. In the event of disagreement with an associate who has difficulty in accepting what his observer is saying, the observer can then use Roadcraft, as a last resort, to support his argument.
- d. They are tested on it as part of their GQO test.

Observers should not, however, refer to Roadcraft as a matter of course during the SFL programme but should use the IAM manual.

Towards the end of the SFL, if an associate shows potential as an observer, it can be beneficial to introduce them to Roadcraft to see if they are interested in further development.

Associates should definitely not be encouraged to purchase their own copies of Roadcraft early on in their SFL programme because it gives them far too much information too soon, it wastes the money they have already spent on the IAM manual, and it undermines the concept of the IAM’s approach to graduated and systematic training.